Guiding the world's traffic safely

SUPER-RAIL

Containment Levels H2 and H4b according to DIN EN 1317-2

MEISER

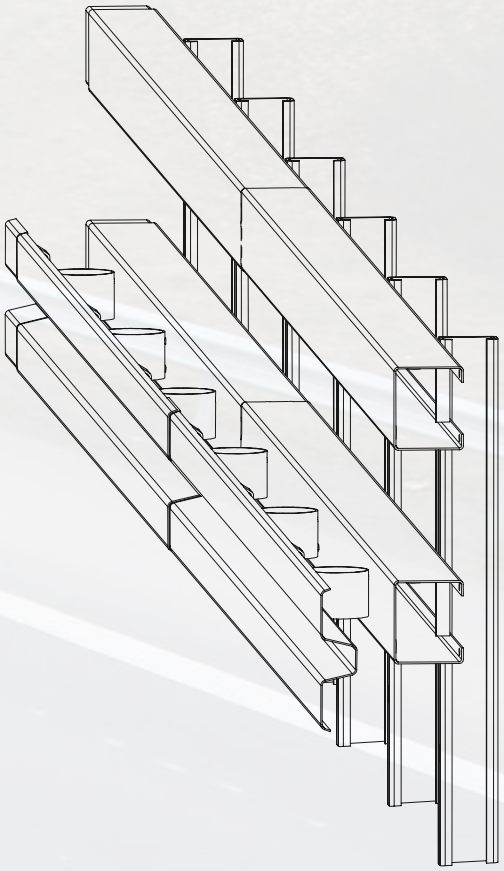
CE

- The human being stands in the centre of traffic and environmental policy and in the focus of all our actions
- The road network has become an indispensable part of our living standard
- Road safety equipment has an important influence on the consequences of accidents
- The development of road safety systems helps to continuously reduce the number of road casualties
- Our road restraint systems that have proven their quality in various tests and in many years of practice make an important contribution to this
- EN ISO 9001 certification is the basis for the quality of our production

SUPER-RAIL

the ideal road restraint system for safety

- in medians
- at the roadside
- on bridges
- at hazardous locations



SUPER-RAIL Overview

SUPER-RAIL
in the median

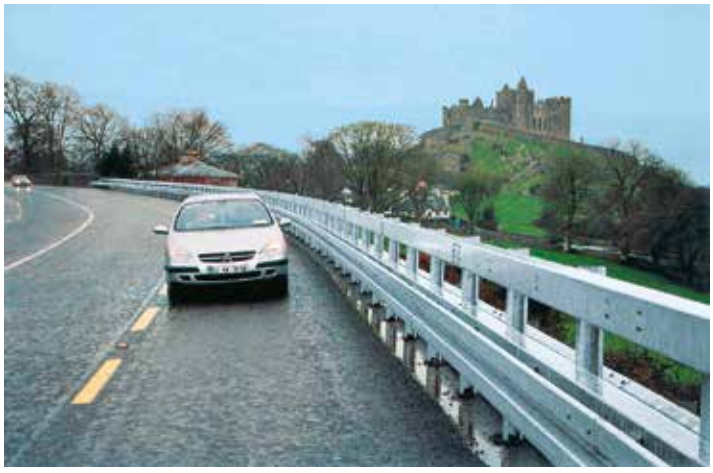
For protection of traffic lanes on the same level or with different heights.
SUPER-RAIL offers essential advantages over standard steel and concrete barriers due to the small working width and the high degree of safety for passenger vehicles.

SUPER-RAIL
in narrow median

SUPER-RAIL is frequently used where space is limited. It is available as a double-sided system with a width of only 880 mm. Height can be adjusted where traffic lanes on either side are on different levels.

SUPER-RAIL
at the roadside

SUPER-RAIL is typically used for areas that are worthy for protection, such as water conservation areas, industrial facilities or service stations.
The barrier is characterized by a two-step performance. The lower front is designed to soften the impact of smaller vehicles and redirect them safely. The rear rail has the structural strength to redirect larger vehicles. The system is a combination of box beams and steel guardrail.



SUPER-RAIL
on bridges

Safety requirements for bridges and flyovers have considerably increased. Due to its low weight, the SUPER-RAIL system is an excellent choice for these situations and offers containment levels from H2 up to H4b.
Complicated transition elements between standard and bridge systems are not necessary.

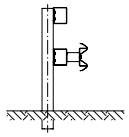
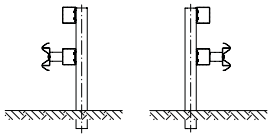
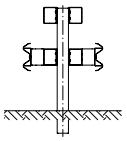
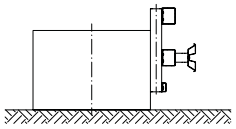
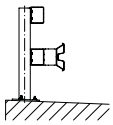
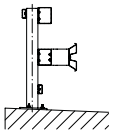
SUPER-RAIL Pro
on bridges

A bridge barrier that is tested at the highest containment level H4b. Additionally, it also performs N2-W1 on the other end of the testing scale. Its main characteristics are a small construction width, a height that allows performance as a railing as well and an extremely low working width class W2 on H4b level. A tested transition to Super-Rail is available.

SUPER-RAIL
at black spots and hazardous locations

SUPER-RAIL is used where unstable roadside conditions exist or where protection from traffic hazards is needed. In many places, there is very little room, e.g. in front of sign gantry support posts. The system can be mounted directly onto the post's concrete base. The small lateral movement of the barrier in case of impact ensures that damage to passengers and post is substantially reduced.

SUPER-RAIL System overview

	System	Containment level	Working width	ASI	Cross section
at the roadside	SUPER-RAIL	H2	W4	A	
		H4b	W7	A	
	SUPER-RAIL two-fold	H2	W4	A	
		H4b	W7	A	
	SUPER-RAIL double	H2	W4	B	
		H4b	W5	B	
	SUPER-RAIL VZB* (*sign gantry)	H2	W3	B	
	Super-RAIL Pro	H4b / L4b	W4	B	
on bridges	SUPER-RAIL BW	H2	W4	B	
	SUPER-RAIL Plus BW	H4b	W6	B	
	Super-RAIL Pro BW	H4b / L4b	W2	B	

All versions are tested according to DIN EN 1317-2.

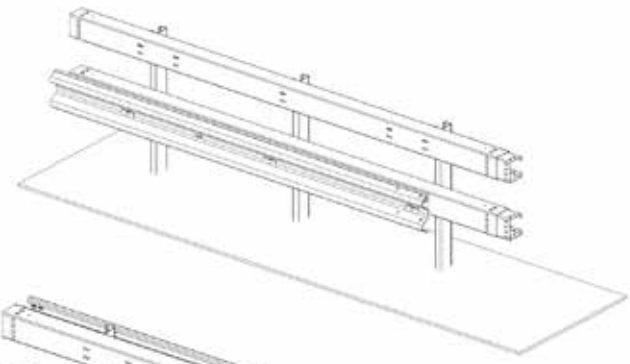
SUPER-RAIL Constructions

Super-Rail is characterized by two box beams and one profiled beam (type A or B) per 4m segment.

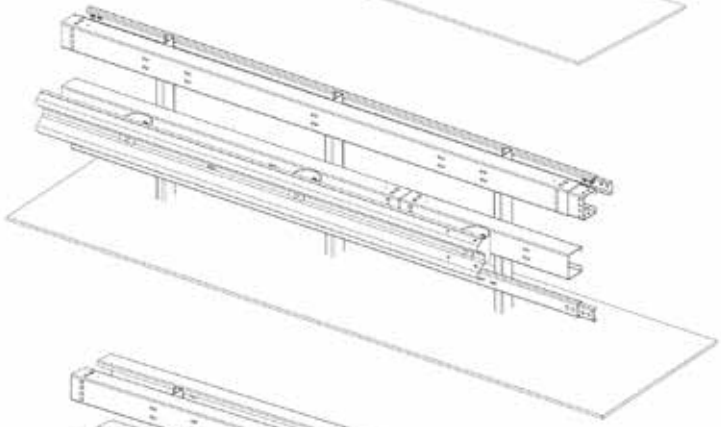
Both box beams are fixed to posts C125. Posts are either rammed into the ground or anchored on base plates. The profiled beams are mounted to the lower box beam by deformation tubes.

In general Super-Rail is easy to repair. In most events of damage it is sufficient to replace deformation tubes and profiled beams. Since the system is still performing in those cases, reparation works do not have to be executed immediately, but can be postponed to off-peak hours.

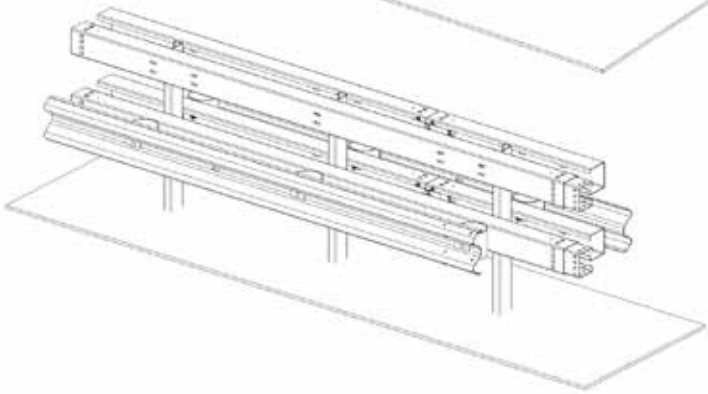
SUPER-RAIL



SUPER-RAIL Plus

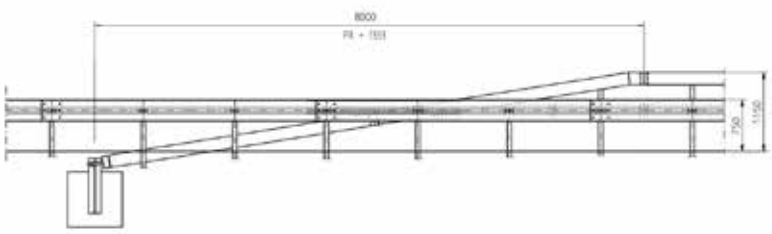


SUPER-RAIL doppelt



Start / End constructions

Frictional transitions to steel or concrecte constructions are available. If needed the system can also end with a terminal.



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